

# The Reservist

March-April 1984

U.S. Department  
of Transportation  
**United States  
Coast Guard**





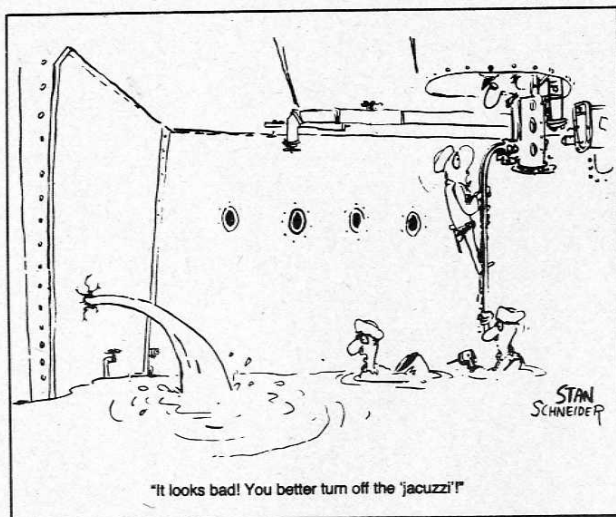
## Award

Chief Boatswain Mate Thomas W. McLaughlin of USCG Reserve Unit Station Fort Totten received the Naval Enlisted Reserve Association's 1983 Award for being the Third District's Outstanding Enlisted Coast Guard Reservist. Congratulations!

## Reunion

A reunion will be held for all members of CG-LST-794/WWII on April 6-7, in Galveston, Texas. For more information contact Retired CWO4 W.D. Franklin, USCG, P.O. Box 2972, Texas City, Texas 77592 or call (409) 948-2196.

**On the cover**—Sandy Hook Light towers over the entrance to New York Harbor. Photo by Matthew Peterson.



THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

ADMIRAL James S. Gracey  
Commandant, U.S. Coast Guard

REAR ADMIRAL James C. Irwin  
Chief, Office of Reserve

ENSIGN Jeff Ruvolo  
Editor

YN3 Mary Brandon  
Typist

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Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1)  
Washington, D.C. 20593

phone 202-426-2350 (FTS 426-2350)

CG-288

## ROA scholarship

The Reserve Officer's Association will be awarding up to 50 scholarships of \$500 each for the 1984-85 school year to members of the ROA, ROA Ladies Club or their children or grandchildren. Applications may be obtained by writing ROA Scholarships, 1 Constitution Avenue NE, Washington, DC 20002 or by calling (202) 479-2200. Applications must be received no later than 1 April, 1984.

Termed the Henry J. Reilly Memorial Scholarship Program, the award honors the late Army Reserve Brigadier General and ROA's first president. Last year there were 378 applicants with 46 winners. The scholastic aptitude test (SAT) scores of the winners were between 1200 and 1530 and had grade point averages ranging from 3.68 to 4.0.

# Admiral's corner

When I began my assignment as Chief, Office of Reserve, in June 1982, two of the goals I set for the Coast Guard Reserve were aimed at the strength of the Selected Reserve.

The first of these goals was to improve our recruiting and retention so that the number of Selected Reservists would exceed our minimum authorized strength.

The second, and perhaps more important goal, was to obtain an increase in the authorized size of the Selected Reserve.

In the January-February 1983 RESERVIST I addressed our concerns about decreasing Selected Reserve strength and sought the support of every Coast Guard Reservist in helping to recruit new members and to retain the well-qualified Reservists already in our force. Your response in increased emphasis and recruiting activity has been substantial and of great benefit in providing support to the recruiting organization. Now, slightly more than a year later, I am happy to be able to report on the success of these collective efforts. Since December 1982, our Selected Reserve strength has grown by more than 500 Reservists. As of the end of December 1983 the Selected Reserve stood at 12,235, almost two percent above the authorized 12,000 average. In only one month in 1983, we did fail to have a gain in strength and even then we remained level.

Increasing the authorized size of the Coast Guard's Selected Reserve has been an objective of successive Commandants and Office of Reserve Chiefs, every since the dramatic reductions occurred between 1969-1973. However, because of stringent economics in the federal budget, we have been singularly unsuccessful in pursuing the administration that increased Selected Reserve strength should be sought as a part of the President's budgetary program. The only authorized growth came in 1982, at the initiative of the Congress, when 300 Selected Reservists were added to bring the authorized strength to today's 12,000.

It gives me great pleasure to report that the President's 1985 budget submitted to Congress in January included a request for authorization and funding to permit the Coast Guard Selected Reserve to grow to a strength of 12,500. With the strong support of Admiral Gracey, we have been successful in persuading the staffs of the Secretary of Transportation and the Office of Management and Budget that increasing the Coast Guard's Selected Reserve is one of the improvements to the Coast Guard's peacetime and wartime capabilities that should be sought.



Lest we celebrate too soon, remember that this is only the first step in achieving an increased authorization. Congress must still act to approve both the increased size and the funding necessary to support it. But, this is an initial step that has not been achieved for many years.

At this point, we must be careful not to relax our efforts. Each of us must continue to help recruit new Coast Guard Reservists and to retain the maximum number of high-performing, well-qualified personnel. I am particularly concerned with our ability to recruit non-prior-service personnel into our "RP" program and am convinced that we will not obtain an increase in our authorized strength if there is any doubt about our ability to achieve the increase in personnel.

In closing, let me also remind you of our joint obligation to insure that, as we seek an increase in our share of the federal budget, we provide the taxpayer with the best possible return we can. This means that we must do our best, within our means, to insure that we are as ready as possible to perform our mobilization duty, if and when called. Consistent with preparing for this eventuality, we must contribute as much as we can to the active duty Coast Guard units we augment so that they can carry out their peacetime duties with increased effectiveness and efficiency.



ADM James C. Irwin  
Chief, Office of Reserve



# brief comments

## Space "A" flying: An adventure in travel

By YN3 Nona Smith

Everyday, military planes fly between bases all over the world. When aircraft can accommodate passengers and the military mission allows, unoccupied seats are available to eligible service members, at little or no charge. This travel benefit is known as Space "A". A reservist can travel Space "A" to destinations within the continental United States (CONUS). Reservists are also eligible to fly to Hawaii, Alaska, Puerto Rico, the Virgin Islands, and Guam.

Taking advantage of this exciting opportunity is simply a matter of getting hold of an up-to-date Space "A" publication which outlines the airbases, their operating hours, phone numbers, and travel facilities. You may be surprised at how many recreational and sightseeing tours are offered.

Procedures vary at each military installation. Once you have determined when and where you want to go, you should contact the terminal information counter for exact step-by-step instructions. Personnel on duty are usually very helpful, but often assume you know the ropes and may overlook a basic requirement.

Some things you will need are:

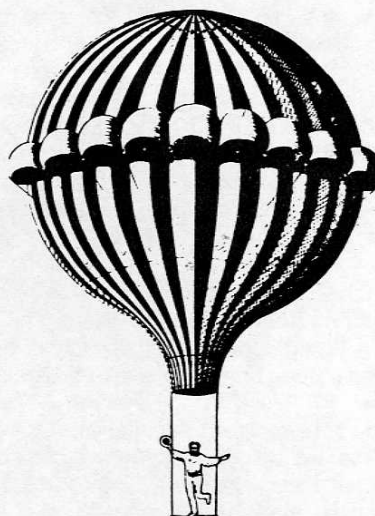
1. A current, valid military ID card
2. A DD Form 1853 from your Reserve unit which confirms that you perform regular inactive duty training and are in a pay or non-pay status. Be sure it is signed by the unit commander (or by direction) and that it is in proper order.
3. To be dressed in the correct uniform as well as meeting all the active duty grooming standards.

Space "A" travelers are placed in categories of eligibility and, unfortunately, reservists have low priority. In a nutshell, active duty military personnel on emergency leave are boarded first (Category 1), then active duty on leave orders (2), military personnel on permissive temporary duty (3) and finally retired military members, eligible ROTC students and reservists (Category 4).

The key to successful Space "A" travel is planning. Suppose you are living in the Philadelphia area and you want to take some rest and relaxation in sunny Florida. Your Space "A" travel book will show you that Willow Grove Naval Air Station has only unscheduled flights. A telephone number is also given for up-to-date schedules for Jacksonville Naval

Air Station, as well as a number of others.

Plan contingencies for each place of embarkation. For instance, an Air Force base may be the farthest airport from your home, but if a scheduled C-5 aircraft, seating 70 people, is heading for your destination, your chances of being called for the flight is greater than for a smaller aircraft. A plane leaving between midnight and 0500 is also a good prospect. In addition, there is no harm in waiting in a major air terminal for unscheduled flight opportunities.



You will be surprised at how many flights leave west coast air bases for destinations in Hawaii. Hickam Air Force Base, Honolulu is a major Pacific terminal. Large aircraft fly back and forth on both scheduled and unscheduled missions. St. Louis, Oakland and Los Angeles International Airports are CONUS commercial gateways. This means that the Department of Defense contracts commercial passenger aircraft from these airports to transport personnel for duty purposes. Space "A" travelers can fly these missions, too. Many of these flights are scheduled which makes your planning easier. If you are boarded from a CONUS commercial gateway, a \$10.00 processing fee will be required.



When you register for travel at the air terminal, your name will be entered on to a computerized list of passengers. The computer will note your category and will print out the number of passengers ahead of you as far as category status is concerned. You can remain "valid" on this list for three days or seven days at CONUS Commercial Gateways. If any passengers cancel or fly out you will move up the list. By the same token, anyone who registers from a higher category will be placed ahead of you. After three days, return to the terminal and "revalidate" by signing the roster. This way you are still in the running, hopefully nearing the top of the list. You may show up for any flight to your destination, baggage in hand, and may often be surprised at how few names are ahead of you. As far as baggage is concerned, always travel with as little baggage as possible. The maximum on Military Airlift Command flights, MAC, is two pieces of luggage weighing a total of sixty-six pounds. In addition, you may take a hand-carried bag. Also, be aware that there are no bell hops or handy carts to help carry your luggage. In some terminals there may be lockers in which you may secure luggage while you wait in hope of a seat. Often flights that exceed three hours flying time offer a box lunch meal for a nominal fee, but it is recommended that you bring your own snacks.

Space "A" flying can save many travel dollars for the reservist who plans carefully. Long layovers, delays, cancelled flights, etc. can turn an adventure into a nightmare. Be prepared to purchase a commercial airline ticket home. Many air carriers accept major credit cards, therefore have a valid credit card on hand.

Peak flying times are said to be 1 May to 15 July, 15-30 November, and 10-25 December. Try to avoid these times on account of the large number of travelers.

**ATTENTION RETIRED RESERVISTS:** Those not eligible for retired pay, but who will qualify for retired pay at age 60, can fly Space "A" with the following documents:

1. A valid red military ID Card.
2. An official letter of eligibility stating you have completed twenty years of service and will be receiving retired pay at age 60. You will not be required to wear a uniform.

A new publication has been released called Military Space "A" Air Opportunities Around the World. It is priced at \$11.95 and can be ordered from Military Living, P.O. Box 4010, Arlington, Va. 22204. Also, Military Travel Guide can be ordered by sending a check or money order for \$5.95 plus \$1.25 for postage to; P.O. Box 9654, Washington, D.C.

## Twenty years

Captain David L. Pearl, Commanding Officer, Reserve Unit No. 4, Atlantic Area, Governor's Island, New York was recently awarded the Armed Forces Reserve Medal with Hour Glass Device after completing more than twenty years of dedicated service to the Coast Guard Reserve Program. Rear Admiral Douglas W. Fredericks, Senior Reserve Officer, made the presentation while flying aboard Coast Guard-C2. CAPT Pearl, RADM Fredericks, along with fifteen other members of Reserve Group Atlantic Area were on hand for the presentation. They were returning from a Readiness Indoctrination program at CINCLANT Fleet Headquarters in Norfolk, Va..

By CDR W. W. Moore III



# brief comments

## Locked in?

By LT(jg) Kim Pickens



LCDR Brouhaha was at a low point in his life. His civilian boss recently handed him a gold pocket watch, inscribed "With best wishes on your retirement." When Brouhaha protested that there must be some mistake, his boss said, "Yes, there was, but the watch should take care of that."

Now Brouhaha had a letter in hand informing him that he had failed selection to commander for the second time. The only consolation was that he had been administratively retained in an active status, whatever that meant.

LCDR Brouhaha being a thorough, intelligent officer, read everything he could find that applied to him to avoid some of the pitfalls others in his situation have encountered over the years. For one, Brouhaha wanted to know what it meant to be administratively retained in an active status. He learned that selection boards may recommend that certain officers not recommended for promotion for the second time and having less than 18 years of satisfactory service for retirement purposes, be retained in an active status rather than be put into the Standby Reserve (Inactive Status) or discharged. If the board's recommendations are approved, these officers have the opportunity to complete 20 years of satisfactory Federal service for retirement.

Basically, administrative "lock-ins" are treated or rather "protected" if you will -- the same as legal lock-ins who have 18 years or more, but less than 20 satisfactory years of federal service and twice failed for promotion. Both are protected from being placed in an inactive status, unless and until they:

- a. Achieve 2 years of satisfactory Federal service for retirement while in a lock-in status,

- b. Twice fail to achieve a satisfactory year for retirement purposes while in a lock-in status, or
- c. Are promoted by a future selection board.

LCDR Brouhaha realized that being a "lock-in" was no guarantee of eventual retirement with pay. It is his responsibility to make sure that he earned at least 50 points each anniversary year while in his lock-in status. This presented a bit of a problem in Brouhaha's case; he hadn't drilled in over a year. His first priority, therefore, was to contact his district commander (r) and request assignment to a drilling unit. It was either that, or complete correspondence courses totaling 35 points or more. If he should fail to earn enough points in two anniversary years while in his lock-in status, LCDR Brouhaha would automatically be transferred to the Standby Reserve, commonly known as the ISL (Inactive Status List). His placement in the ISL would be considered a result of a selection board action, since he did not meet the requirement of his lock-in status at a later date.

Armed with this wealth of information, LCDR Brouhaha was able to chart a course for himself that would take full advantage of his lock-in status. He even ordered a couple of correspondence courses while awaiting orders from his district, "just to be on the safe side." He made sure his records were in order and checked his point statement carefully each year.

LCDR Brouhaha's story had a happy ending. While he never was picked up for commander, he eventually earned his "20" and requested transfer to the Retired Reserve Without Pay. He could look forward to the day when he reaches age 60 and starts receiving his retirement checks. And that beats a gold watch any day!

**Commemorative presentation**—LCDR Michael Perper stands next to the wife and family of the late PS1 Robert A. Luther during presentation ceremonies. A plaque was presented to the family commemorating PS1 Luther's service in the Coast Guard Reserve. PS1 Luther was a member of CGRU Potomac River and served as a Port Security Team Leader since his enlistment in 1981. Prior military service included five years active duty in the Navy and one year in the Naval Reserve. He was an 18-year veteran of the Prince Georges County Police Department. Story and photo by LCDR Michael Perper.





## Congratulations

Commander Ras R. Friend is the Readiness Planning Officer assigned to the Marine Safety Office in Galveston, Texas. CDR Friend was recently awarded the Commandant's Letter of Commendation for his performance of duty during the period of 1 April to 1 August 1983. The Commandant's Letter of Commendation was presented by Captain Kyle A. Shaw at an award ceremony held on 4 October 1983.

During the period cited, CDR Friend was in charge of developing readiness plans; OPLAN 9700 and OPLAN 1003/1004. He was the senior Galveston representative in the readiness exercise Proud Saber '83 which tested the OPLANs and devel-

oped the Operations Order for implementing these plans. In addition, he gave a joint military briefing on the role of the Coast Guard in the Reforger '83 exercise. A major rewrite of readiness plans, such as those initiated in August 1981, requires much extra effort and coordination with the Coast Guard Units affected.

Because of his local knowledge and dedication, the Marine Safety Office in Galveston is now prepared to implement the readiness plans. These efforts emphasize the role of the Reserve Program and its cooperative role in many a related Coast Guard activity.

**Below**—CAPT Kyle Shaw (r) presents Commandant's Letter of Commendation to CDR Ras Friend.



MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT
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APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT
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29	30					

# brief comments

## Merry Christmas for East Oakland youngsters

By PA2 Ron Cabral

It was a rainy and brisk Christmas Eve on Government Island which was almost deserted except for a few watchstanders. At 2 p.m. a bus driven by SN Larry Autrey pulled onto the base with 24 East Oakland youngsters on board. The kids were to spend this special day as guests of the Coast Guard.

First on the day's agenda was a boat ride on two thirty-one foot utility boats supplied by Reserve Schools Alameda. Among the crew of volunteers were Petty Officers Charles Cowan, Dan Kirk, Phil Wentworth, Fireman Dave Moody, and Seaman Ron Wolfe.

Lt(jg) Mike Price, XO of Reserve Schools said, "At first our boat crewmen were a little hesitant to come in on a holiday, but once they saw the youngsters, they became extremely pleased and happy that they had shared part of their Christmas with these kids."

While at the small boat dock the kids were briefed by LCDR Ronald Hindman, CO of Reserve Schools on boating safety and on how to properly put on a life jacket.

After the boat rides around the Oakland Estuary, the kids boarded a bus for a guided tour of Government Island. The tour was conducted by LT(jg) James Wright, the coordinator of the event.

Following the tour the youngsters were treated to a dinner at the Officers' Mess and received Christmas gifts. YN2 Charles Williams who helped select the gifts for the kids said, "It was a rewarding experience for all concerned and has improved the image of the Coast Guard in our immediate community."



Thirty-one foot utility boat gets under way with a group of East Oakland youngsters for Christmas Eve cruise. Photo by PA2 Ron Cabral.



# PROFESSIONALISM: A MUST FOR BOAT CREWS

BY BMCS CHARLES M. CALHOUN



**Above**—Forty-one foot utility boat under way on the Potomac River. Official Coast Guard photo.

The Coast Guard has recently embarked on a new program which dramatically changes the way we have traditionally made sailors out of men and women. For the first time, clearly defined standards of performance are established for all boat crew personnel. These standards represent the minimum skills and knowledge necessary to safely and successfully accomplish Coast Guard missions afloat. Anything less, and the risk of failure becomes very real. Operating units are still tasked with providing this fundamental training, but commanding officers and officers in charge will now have a much better means to determine whether an individual has the required competency to meet the Coast Guard's exacting professional standards. While this program will require a significant increase in workload, there are some serious reasons why it had to be imposed.

In three consecutive months, November and December 1977, and January 1978, seven people were killed in three Coast Guard SAR-related accidents: four civilians, and three Coast Guardsmen. The Commandant, understandably concerned, wanted to know why. The Office of Operations initiated a task group of regulars, reservists, and auxiliaries to find the cause of the mishaps. Using massive field input, the task group found that the fundamental problem was the way we train, qualify, and assign our personnel.

It became clear that teaching a profession by word of mouth led to inconsistency in methods, and unfortunately, some boat crews were qualified in name only.

Policies on the practice of seamanship varied from district to district and station to station. Some of these practices were wholly unsafe. The task group realized that the only way to deal with this problem was to STANDARDIZE how and what boat crews did to accomplish their missions. To uphold its reputation as one of the world's most respected operators of small boats, the Search and Rescue Division initiated the development of a new Boat Crew Training Program based on the findings of the task group. A training, qualification, and certification program was produced which establish minimum standards of performance for Coast Guard boat crews. The program lists by individual task just exactly what boat crews have to do, and then describes how well the task must be performed. Listing every boat crew task would be impossible, and this program lists only the most important ones. As such, it represents the minimum level of performance needed to safely operate a boat and successfully accomplish the mission. The bottom line is to insure that every Coast Guard boat crew knows how to perform the same tasks at the same level of proficiency.

With the completion of defining the tasks

necessary to do the job, the program was divided into two parts: (a) Qualification (How the task is learned), and (b) Certification (How the command attests to how well the tasks were performed). The tasks were then grouped by crew position and thus the four volumes of the Boat Crew Qualification and Certification Manual were developed. A Boat Crew Seamanship Manual was also developed to accompany the Qualification and Certification Manual as a reference text, a Coast Guard version of Chapman's, if you will.

With the adoption of this program the following positions were recognized: Crewman, Coxswain, Engineer, Heavy Weather Coxswain, and Surfman. The only new position here is the Heavy Weather Coxswain and it satisfies the need in the motor lifeboat community for someone who can handle many of the MLBs unique capabilities, but who is not required to cross inlets and breaking bars. Qualified personnel who fill these positions will be individuals who are fully competent to perform the minimum seamanship and program skills necessary to get the job done safely and professionally. Intentionally, there is no provision for any "Fair Weather" qualification - it's either all or none. No longer will it be possible to assign marginally skilled personnel missions during daylight fair weather conditions because they have a "need for training."

Having covered the background which led up to the program's development, how is it to be implemented? The CO/OIC should designate one of the unit's better petty officers as the Training Officer, who will interview perspective trainees and assign them to an instructor. This instructor will give the trainee direct supervision and hands-on training. It is imperative that the instructor and the trainee be in the same duty section and boat crew. The training officer should require weekly oral reports from the instructor so that the trainees progress can be properly monitored.

If conditions and standards are met, it will, on the average, take about six months to qualify as a boat Crewman, eighteen months for Coxswain, and three years to make Surfman. To get certified the trainee must go before the Boat Crew Examining Board for an interview and underway check ride. The underway check ride is the most important single element of the certification process. Thus trainees orchestrate into a single performance the skills and knowledge they have learned. During the qual-

ification process, the trainee acquires skills one at a time. During the check ride, how well individual tasks are performed is not terribly important.

What matters is how well they are all put together. The board should pay particular attention to the trainee's judgement, i.e. is the trainee doing the right thing at the right time? Having the "right" attitude or "doing the best they can" is not enough to get certified under this new program.

One fundamental difference with this program is the concept of "Type" qualification. In the past, an individual was merely crewman, coxswain qualified, etc. Now personnel are trained and qualified in particular types of boats, and their qualifications cannot automatically be transferred from one type boat to another. If a person is transferred to a new unit with a different type boat then the individual must complete all of the tasks that are relevant to that particular type boat.



## ARE YOU QUALIFIED?

Once certified to fill a certain boat crew billet in a specific boat, the certification will remain valid as long as the individual remains at the unit and maintains the semi-annual Currency/Proficiency requirements. This is another new concept to the Coast Guard small boat community. It reflects the realization that skills once learned will be lost if not exercised. Hence, "once qualified, always qualified" is no longer possible.





Where semi-annual tasks cannot be met on operational missions, scheduled training will be necessary. Where boat crew personnel operate on more than one standard boat, the semi-annual requirements can be divided between boat types as necessary. One very fundamental difference here is that these are not unit training requirements, but individual requirements. Once certified, a specific individual must satisfactorily perform the required drills and exercises within a six month period or the certification will lapse. Once lapsed, the unit has no authority to assign that individual operational boat crew duties. This concept reflects the belief in team performance and that's where the Coast Guard's emphasis now lies. Consequently, all previously issued unit training requirements for seamanship are superseded by this new program. CO/OICs are authorized to issue as well as revoke boat crew certifications. Certified auxiliarists may fill the positions of engineer and crewman. Reserve personnel must be certified by CO/OICs at the regular unit at which they augment.

In closing it must be said that the success of this program is a function of you, the field. The Commandant directed its establishment based on your input. It is a good program only so long as its standards and policies are adhered to. If it is not working, let the chain of command know so it can be modified as necessary. The old CG-313 which we had before was incomplete and just not getting the job done. There are two things more important than going out. They are: (1) if you go out, the service is counting on you to perform at your best and (2) you better bring the boat and crew back in one piece. The belief that you have to go out has tempted some boat crews in the past to try to go beyond what they are capable of doing and to take risks even in non-distress situations where there is very little to be gained. As a boat crew member, you should have the knowledge to get out, effect the mission in a professional manner, and return safe and sound. That's the goal of this program.

## Change of command

OGRU Marianas Section recently experienced a change of command as LT Roy P. Duenas relieved CDR Robert E. Hahn as commanding officer of the unit. CDR Hahn had been the commanding officer of the unit for the prior six years and nine months.

Under Hahn's leadership, the unit increased in size and began to train for mobilization contingencies. Although CDR Hahn is no longer the commanding officer, he will continue to work with the unit as the OIC of the Marianas Section Reserve Port Safety Team. The team duties include checking port facilities for conformity to safety regulations, inspecting and boarding vessels.

Lt. Duenas had been the executive officer of the unit since 1977. In addition to his current position as general manager of the Port Authority, Government of Guam, he has served as a senator with the Thirteenth Guam Legislature.

Among those on hand for the ceremony were Rear Admiral James Lipscomb, Senior Reserve Officer Pacific Area and Rear Admiral Clyde Robbins, Commander Fourteenth Coast Guard District.



**Above**—CDR Robert Hahn reads inscription on a plaque presented to him. Photo by PA3 Pam Briola.

# **YARD firefighters volunteer time with Baltimore Fire Department**

By PAI Helen B. Carney

**Below**—Chief Petty Officer Mike Haley stores hose aboard pumper truck. Official Coast Guard photo.





Having an excellent record for preventing fires has been a mixed blessing for members of the Coast Guard YARD's Fire Department. Certainly no one wants fires to occur, but with few fires to fight, the YARD fire department was concerned that their firefighting skills might be getting rusty.

Damage Control Chief Petty Officer Mike Haley and his crew have found a way to stay "up to snuff" in their skills - they are spending their spare time serving as volunteer firefighters with the Baltimore City Fire Department.

Last summer, Coast Guard Reservist Joe Dillon, a Captain in the Baltimore Fire Department, was serving his two weeks of Reserve active duty at the YARD firehouse. Dillon, a twenty-year veteran with the fire department, heads up Engine Company #46. While working with Chief Haley and staff, Dillon became aware of the continuing problems faced by the YARD firefighters.

"We have a high turnover rate here," said Chief Haley. "Our personnel are transferred every two years or so, sometimes sooner. In previous years, YARD firefighters had ridden with the City as volunteers, but all those volunteers have recently been relocated. It seems that we just get a man trained when it's time for him to move on. The YARD has few fires of any magnitude and the men get little opportunity to practice their firefighting techniques. Also, all the men are trained in shipboard damage control. Fighting shipboard fires is very different from fighting structural fires. It requires a completely different approach."

Dillon suggested that the Coast Guard firefighters again volunteer their time with the City fire department. After receiving permission from the commanding officer of the YARD, Irv Kingsbury, Fire Safety Specialist and former Baltimore City Fire Officer, made arrangements for the YARD firefighters to join the City firefighters as volunteers.

"We are always grateful to have trained volunteers," says Dillon, "they can be a tremendous help to us. In certain situations, an extra hand can make all the difference. When they work as volunteers, it gives us a chance to get to know each other and work together as a team." The training that the volunteers are getting gives them the experience of fighting all kinds of fires and puts them in various types of dangerous situations. Dillon continued, "All the training in the world can't replace the knowledge gained at an actual fire."

The YARD's firehouse staff is a well-trained and diverse group. For example, Damage Controlman First Class Dennis McMenamin divides his volunteer time between the Howard County and Baltimore Fire Departments. He was a volunteer firefighter prior to joining the Coast Guard and is a trained Emergency Medical Technician (EMT). All the YARD firehouse personnel are State-certified First Responders, qualified to give basic first aid. Chief Haley and Petty Officer McMenamin have spent several weeks at the National Fire Academy, and all the firefighters train every six months at the Baltimore Fire Academy.

Chief Haley adds, "The firefighters at the YARD have some type of training everyday, but working with the Baltimore City Fire Department has made us more skilled and more professional. Ultimately, the Coast Guard really benefits from our volunteer efforts because no matter where the YARD firefighters may be assigned in the coming years their knowledge and training go with them. Having the confidence to fight a fire and save lives comes with experience, and that is what our volunteer time with the Baltimore City Fire Department has given us - experience."

## Reservists work hard at CGRU Omaha's new duties

CGRU Omaha, under the command of LCDR J.S. Beasley, is assisting the USCGC GASCONADE maintain several hundred miles of aids to navigation on the Missouri River. CGRU Omaha agreed to assume primary responsibility for the maintenance of shoreside aids for some 25 miles downriver from Omaha to Souix City, Iowa.

CGRU Omaha assumed its new duties in April of 1983. With BMC Bud Kingston in charge, the unit's 24 members involved in ATON augmentation were divided into four teams. Each weekend one of the teams would work on the aids in need of various repairs. Repairs ranged from clearing brush from around the aids to extending the heights of some aids and fitting them with new guy wires. As with any new program, it has had its problems. Many have been solved due to the strong leadership of Chiefs and the hard work of the unit's members.

Providing a real service to help the regular Coast Guard has proved to be a big morale booster to the entire unit and established an outstanding working relationship between the unit and the USCGC GASCONADE.

**Right**—Reservists make necessary repairs to ATON. Photo by Richard Loftus.

By LCDR J. Call





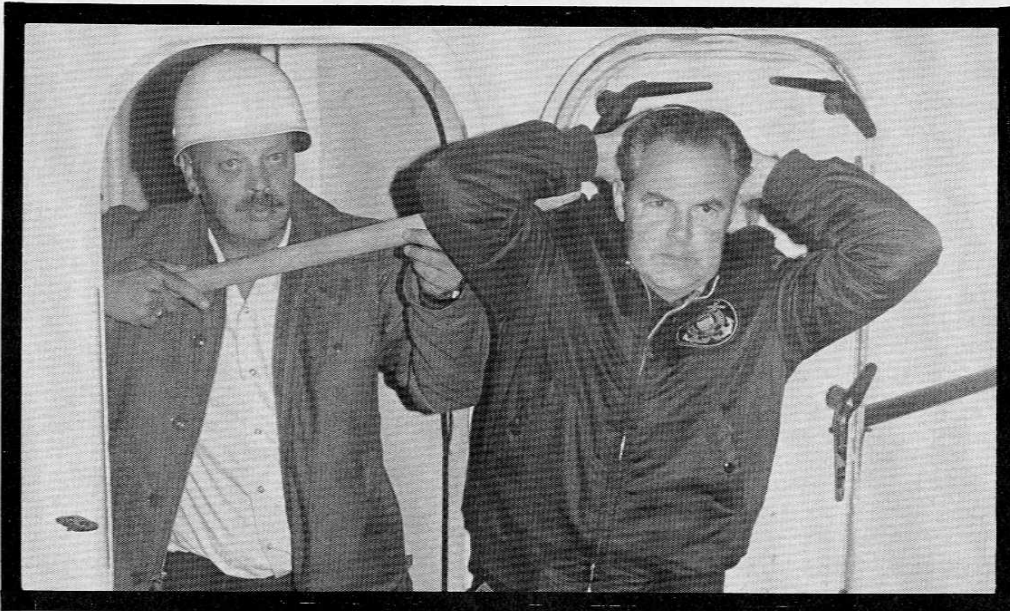
## Tacoma's "OFF-GUARD" MOBEX a success

By PA2 Georg Young

Anyone monitoring local military channels last September may have received a bit of a scare in hearing battle commands given in response to a simulated attack by Mordorian forces. Such commands were only part of Coast Guard MOBEX (Mobil Exercise) "OFF-GUARD" which began in Tacoma, Washington, last September.

Using local Coast Guard patrol crews, with operations and support personnel from as far away as California, the exercise was to test the feasibility of establishing a fully operational and self supporting Marine Safety Unit (MSU) on extremely short notice. The exercise was unique in that it brought together a simulated wartime unit where no peacetime command exists. Even with the short notice, Coast Guard reserve and regular response rated near 90%.

With command and planning teams scheduled to arrive at Tacoma's National Guard Armory, the armory's huge upper drill deck, messing facilities and offices were converted to operational use, with Coast Guard colors replacing Army green in a matter of hours.



**Above**--Port Security captures vessel commander during MOBEX.

In addition to testing general operational readiness, exercise participants were confronted with numerous scenarios including facilities inspection, medical emergency, port security, hazardous materials and hostile enemy actions. The highlight of the exercise was the forcible seizure of a Mordorian vessel suspected of sabotage in the Pier 23 area. The captain and first officer of the unnamed vessel were taken under heavy guard to a nearby compound for interrogation and confinement.

At its conclusion, general evaluation team comments ran from excellent to outstanding. Commander Roger Pike, serving as commanding officer of the exercise stated, "The safety and security of our nation's ports is one of the Coast Guard's primary war and peacetime roles. We are extremely proud of the Coast Guard's response to this operation, and of its success in our contribution to strategic mobility."

# training

## ADT courses: What are they?

Prepared by the Training Development Branch

This is the first in a series of articles designed to explain some of the ins-and-outs of ADT courses. Over the next several issues each ADT course will be covered. The Information is presented in easy to understand terms with an eye to providing useful factual information for the use of individuals anticipating attendance.

### Personnel Management Information System (PMIS)

Who can attend: Any yeoman whose mobilization assignment involves service record maintenance.

What can you expect: This course has been designed to help you perform your personnel duties if you are mobilized. It was NOT designed to teach you how to do your personnel duties at your reserve unit. Nor was it designed to teach you how the Reserve Personnel Management Information System works. So don't expect the course to help you do your job at your reserve unit.

Course content: This course is based on the 3 week Introduction to Personnel Management Information Class C course. We eliminated the one-third of the course which we felt you would not need to use during wartime. We did keep all material which you will need to process people from inactive duty or retired status onto active duty. The course covers:

- a. Procedures required for the transfer and receipt of personnel;
- b. Service record receipt, accountability and delivery regulations;
- c. Preparation and distribution of Personnel Actions Transmittals;
- d. Computation of service for pay, retirement, advancement and deductible time;
- e. Preparation of PMIS entires for transfer and receipt of personnel, and leave authorizations;
- f. Preparation of service record pages;
- g. Pay procedures, both computerized pay and manual pay;
- h. Purpose, opening, maintenance, closing and distribution procedures for the Personnel

Financial Record;

- i. Leave and Earnings Statements;
- j. Preparation of forms for BAO, Family Separation Allowance, allotments and Federal and state tax withholding;
- k. Preparation of CG-3312A and CG-3312D;
- l. Procedures for adetermining eligibility and rate calculations for quarters, subsistence, leave rations, clothing and uniform allowances;
- m. Regulations governing pay losses due to unauthorized absences, sickness due to misconduct, excess leave and courts-martial;
- n. Regulations governing leave, liberty and compensatory absence;
- o. Regulations governing leave entitlement, proceed and travel time, mileage allowances, dislocation allowances, travel of dependents, movement of household goods and trailer allowances for permanent change of station and temporary duty;
- p. Preparation of Active Duty Initial Information Form and Endorsement on Orders for personnel called to active duty in the event of full mobilization.

How to prepare: Practice typing: You will be required to do a lot of typing. If you have ever had to type for several hours after not typing for a while, you have felt the strain (pain) on those arm and finger muscles. Also, Read the following portions of the Personnel Management Information System (PMIS) Manual:

- a. Chapter 1 - General Notes;
- b. Chapter 3 - Service and Personal Financial Records;
- c. Chapter 4 - Transmittal System: Rosters.

Reference: Enclosure (4-2), Reserve Training Manual

If you want to retain all this new knowledge and skill you MUST use it. The best way to do that is to perform ADT where you will be working with PMIS forms (that means in a personnel office). Work with your unit training officer to make sure your CG-3453 specifies that you need PMIS training.

By CWO4 Robert L. Lewis

(cont'd)



### Yeoman Basic(YNB)

Who can attend: This course is designed for the Yeoman enlisted under the direct petty officer program. It is also beneficial for an E-3 who is striking for yeoman or for a petty officer pursuing a lateral change in rate. Another group of individuals who could benefit from attending this course are yeomen who have not performed YN duties for some time and need a refresher.

What can you expect: You will be required to put in long hours. You will be in class for approximately 8 hours Monday through Saturday of the first week and Monday through Thursday of the second week. Plus, up to two hours of study hall Monday through Friday of the first week and Monday through Thursday of the second week. Yeoman Class A School is 11 weeks. The Yeoman Basic course was developed by taking the most important 10 days of lesson material from the A School. The YN Basic course could not be shortened without cutting important material that YOU need to survive as a yeoman.

For those of you attending YN Basic at Training Center Petaluma your berthing will be in the barracks area set aside for the Class A schools. Barracks assignments at Petaluma are based on the course you are attending, not your rank. So Class A students berth together and Class C students berth together regardless of rank.

Course Content: The course covers a lot of the practical and knowledge factors for YN3. The areas that are taught include: a. Preparation

- a. Preparation of correspondence;
- b. Establishment, maintenance and disposition of directives;
- c. Maintenance and disposal of files;
- d. Use and amending publications and directives;
- e. Regulations concerning issuance and stowage of ID cards;
- f. Regulations concerning issuance of Dependents ID cards;
- g. The enlisted advancement system (using the inactive duty Reserve advancement regulations);
- h. Regulations concerning medals and awards;

- i. Preparation of Record of Emergency Data, Page Three (Training and Education) of the service record, leave authorization and Page Eight (motor vehicle license) of the service record;
- j. Regulations concerning leave, liberty and compensatory absence;
- k. Survivor Benefit Plan;
- l. Use of the Personnel Manual and Reserve Administration Manual.

Are you wondering why you will be taught material that applies to those on active duty when you need to learn how to do your job on inactive duty? The answer is simple, this course is intended to prepare you to perform your duties as a yeoman. All of the practical factors for advancement are written as if you were on active duty. You will perform your active duty for training at active service units. If you are one of the few yeomen who actually perform augmentation training, you do so at an active service unit. And, finally, as a reservist you are preparing for your duties upon mobilization.

How to prepare: Practice typing: You will be required to do a lot of typing. If you have ever had to type for an hour or two after not typing for a while, you have felt the strain (pain) on your arm and finger muscles. Also, look at the YN3 practical factors. If some of the items are new to you, read the portion of the appropriate manual which tells you how to do what the practical factor requires. Perhaps the most helpful would be to:

- a. Read the correspondence manual (read -- please don't study);
- b. Read (AND remember what you read) Chapter One of the Coast Guard Organization Manual;
- c. Skim through the Directives, Publications and Reports Index;
- d. Read The Coast Guard Directives System;
- e. Try and learn how to compute creditable service.

References: Enclosure (4-2), Reserve Training Manual.

By CWO4 Robert L. Lewis

(cont'd)

## Reserve Enlisted Basic Indoctrination (REBI)

Who can attend: If you were enlisted under the direct petty officer program (RX), you must attend REBI within one year of your enlistment, after completing the Coast Guard Orientation correspondence course.

What you can expect: Be prepared for a rigorous indoctrination into the Coast Guard Reserve. This is an exciting time for direct petty officers; a tangible milestone of their career's beginning. Although REBI is not a "mini boot camp," many of the goals of REBI and recruit training are similar. However, students are treated as third class petty officers, not as recruits. This doesn't mean you won't be kept busy! You can expect the pace at REBI to be brisk during the two weeks, although there may be limited weekend liberty.

Course content: REBI was recently revised, and lack of time was a factor affecting many of the decisions that shaped the final design of the course. Briefly, you should be prepared for: (1) intensive classroom lectures, (2) a swimming test, (3) the opportunity to wear (and be inspected in!) all your uniforms; and (4) emphasis on "hands-on" activities, such as close-order drill, small arms, and fire-fighting.

Time at REBI is packed with the most important practical factors, or those which are difficult to impossible to complete during IDT. While you will get a start on checking off the Military Requirements section of your practical factors, you should expect it to cover only a portion of those required.

References: You may refer to Commandant Instruction 1510.6 for more detailed information about changes in the direct petty officer program, including REBI. Remember, it's important to prepare for the course by completing the Coast Guard Orientation correspondence course, and by making sure you have all the required items in your seabag, tailored and ready to wear.

The bottom line: As one REBI instructor is fond of saying; "you can't build a safe house unless you start with a firm foundation." The ultimate goal of REBI is to provide a foundation of basic military requirements for direct petty officers, with the emphasis on working as a team. What kind of career you build on this foundation is pretty much left up to you.

by LT(jg) Peggy Thurber



# opportunities

## Coast Guard training: What's in it for me?

One of the many questions reservists ask is, "What's in it for me?" We all have something that keeps us dedicated to the reserve program. For many it's the Coast Guard training that helps them find a new job or improve their skills at their present jobs. For example, an E-4 in the MK, DC, or EM rating could take the Outboard Motor Maintenance course at Reserve Training Center Yorktown, Va. and use the knowledge gained in civilian occupations involving marine outboard motors, or for a personal hobbies such as boating or fishing. An SS2 or

or an SS3 can, after completion of the Subsistence Specialist Intermediate course at Petaluma, Calif., have administration and management of food service operations as a training credit to put on a job resume for work in a restaurant.

One can attain college credits for some Coast Guard resident or nonresident training courses. Colleges and universities base their decisions to accept or not accept courses for credit on recommendations and course descriptions in the Coast Guard, Marine Corps, and

Navy editions of the American Council of Education's Guide to Evaluation of Educational Experience in the Armed Services.

Maybe you have had a similar experience in using Coast Guard training to your advantage. See your Education Officer or check the District Reserve Division for possible credits you may earn or have earned. Also, if you have used Coast Guard training in matters similar to those discussed, why not write to The Reservist and share your experience.

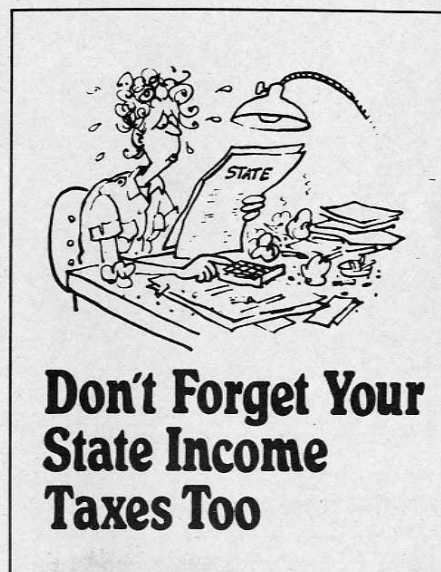
By LT Rebecca M. Montgomery

**CORRECTION:** In the last issue's schedule of ADT courses there was a mistake in the eligibility for the Petty Officer Leadership course. The correct eligibility is for enlisted personnel E-6 or above, not E-5 as was printed.

## New unit

Last October 29th, at Saufley Field in Pensacola, Fla., a new USCG Reserve Unit was commissioned. The new unit will be staffed by five officers, including its commanding officer, CDR Samuel G. Ashdown, USCGR and about 35 enlisted personnel who will drill on the third weekend of each month.

The unit will work closely with their active duty counterparts to build skills necessary to respond to any emergency situation. Rear Admiral William H. Stewart, USCG, was on hand for the early swearing in of YN3 Elizabeth R. Lewis and DC2 Joseph B. James, two of the unit's enlisted personnel.



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